



# ADDISON AIR TRAFFIC CONTROL TOWER NEWSLETTER

September 2011

## FROM THE AIR TRAFFIC MANAGER

It has been a long, hot summer, but it is now the best time of year. Football season is upon us!

I don't have a lot of "news" for this edition of the *Newsletter*. The runway rehabilitation project is winding down. They still need to complete the installation of the Medium Intensity Approach Light System (MALSR) on Runway 15 and then turn the ILS to Runway 33 back on. Everything else is pretty much completed except some more dirt removal. I was very surprised at the elevation changes that they have made with this project. It will be interesting to see the difference that the changes have made in the drainage of the airport if we ever see a good rain again.

I am sending this edition of the *Newsletter* out a little early for two reasons. First, I want to get word out about a meeting that will be held to discuss the upcoming Taxiway Alpha Rehabilitation Project. Second, and most importantly, I am going on vacation and won't be here to send out the *Newsletter* at the normal time.

Since we have not yet completed the month I do not have the current traffic statistics. I'll include the final traffic counts for August and September in the October edition.

**Harland B. (Blaine) Herron**

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## TAXIWAY ALPHA REHABILITATION PROJECT

Just when you thought it was time to get operations back to "normal", it is time to start planning for the next big project on the airport. A complete rehabilitation, some overlay and some complete reconstruction, of Taxiway Alpha is slated to begin in March of 2012. The Addison Airport Management is hosting a meeting tomorrow, September 1 at 4 PM to discuss the planned staging of the project with any tenants and/or airport users who desire to attend. The meeting is being held at the Addison Conference Center on Addison Road. The following is a copy of the announcement sent out last week. As the announcement says, if you can't make it to the meeting and have concerns/questions, contact the Airport Management Office. This project will have a very large impact on the airport operation next year.

Dear [Addison Airport](#) Tenant:

Addison Airport's Capital Improvement Plan (CIP) is aimed at maintaining and improving critical infrastructure needed by airport tenants and users. Although we have just finished the runway



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reconstruction it is time to begin planning the reconstruction of Taxiway Alpha. This project also includes the run-up areas at the north and south ends and work is scheduled to begin in March 2012.

We would like to provide an opportunity for all airport tenants and users to meet with the engineers, review the draft phasing plans, offer input and ask questions. We will meet at the Addison Conference Center on Thursday, September 1 at 4:00. Please plan to stop by and look at the preliminary plans to determine if you will be impacted by the project. The Addison Conference Center is located across the street from the airport at 15650 Addison Road.

If you are unable to attend the meeting, the airport staff will be available to provide you with the plans and answer any questions that you have. The phasing plans will be on the airport website (look for the Alpha construction icon on the bottom of the home page) tomorrow for your review.

As always, please contact the airport management office at 972-392-4850 if you have questions or need additional information.

Thank you,

Darci Neuzil

Darci Neuzil



Deputy Director

Addison Airport

972-392-4854

[www.addisonairport.net](http://www.addisonairport.net)

**Runway Safety - Make it YOUR PRIORITY**

### **SAFE PILOT PRACTICES**

I know that many of you will be glad to hear that I don't have anything new to say on the subject of runway incursions and surface incidents. The in-pavement and above ground runway guard lights are now operational and we hope that they help us in the mitigation of the issues that we have experienced in the past.



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I do want to discuss a practice that some pilots use that might not be the best way to operate when flying in the DFW area. This discussion applies to all users of airports and airspace in the DFW Approach Control area. I have been told that many Visual Flight Rules (VFR) pilots are operating their aircraft at altitudes that are placing them in what most people would consider to be “unsafe situations”.

Everybody that flies VFR into and out of the Metroplex area realizes that they have to remain outside Class Bravo airspace unless they are in two-way communications with Air Traffic Control (ATC), they have an operating transponder, and have received a clearance into/out of the Class Bravo airspace. The charts all indicate the altitudes and areas where the Class Bravo airspace is and many pilots choose to remain outside this airspace. This is not a problem and is very much your right as a licensed pilot.

The issue that is causing concern is that many pilots are flying at altitudes only 100 feet below the base of the Class Bravo airspace. Again, this is legal and your right to do so, but it is not necessarily the safest practice. If the base of the Class Bravo is 4000 feet and a VFR pilot is flying at 3900 feet, there is only 100 feet of “built in safety” with an aircraft at 4000 feet. A transponder’s altitude reporting is allowed by rule to be as much as 200 feet in error and still usable. The aircraft that the controller (or the pilot with TCAS) thinks is at 4000 feet may really be at 3800 feet, and the pilot that thinks he is at 3900 feet may really be at 4100 feet. This situation would actually place the VFR aircraft above the IFR aircraft that he was planning to be below. This is why the “suggested VFR altitudes are cardinal altitudes (1000, 2000, 3000, etc.) plus 500 feet (1500, 2500, 3500, etc.). If both aircraft have altitude indications that are erroneous, as on the situation above, there is still the 100 foot safety area available.

With the large numbers of IFR aircraft inbound and outbound from the area airports, it would be a much safer practice for everyone if they utilized the recommended VFR altitudes. I realize that these altitudes get crowded, but you will be with VFR aircraft that are supposed to be looking out for you just as you are supposed to be looking out for them. This is especially true over the inbound “corner posts” (Bonham, Bowie, Cedar Creek, and Glen Rose). DFW Approach is descending aircraft to the bottom of the Class Bravo from this point on into the airports and if a VFR aircraft is in that area and not talking to ATC, there could be an issue if a situation as discussed above were to occur.

I realize that it is not a “requirement” to fly at the recommended VFR altitudes and nobody can make a pilot fly at those altitudes. This is just a reminder to those who had not thought about these situations that they might be placing themselves and their family and friends at risk with a practice that could easily be changed for their safety.



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## ADDISON AIR TRAFFIC COUNTS

### JANUARY COUNTS 2010 AND 2011

ADS '10	Itinerant									Local			Overflight									Total Ops
	IFR				VFR				Total				IFR				VFR				Total	
Date	AC	AT	GA	MI	AC	AT	GA	MI			CIV	MIL	Tot	AC	AT	GA	MI	AC	AT	GA		MI
Total	13	858	2144	17	0	256	3096	39	6423	456	0	456	216	67	150	6	0	44	537	6	1026	7905

ADS '11	Itinerant									Local			Overflight									Total Ops
	IFR				VFR				Total				IFR				VFR				Total	
Date	AC	AT	GA	MI	AC	AT	GA	MI		Total	CIV	MIL	Tot	AC	AT	GA	MI	AC	AT	GA		MI
Total	16	690	2353	2	0	274	4362	28	7725		465	0	465	156	57	126	5	0	52	646	11	1053

### FEBRUARY COUNTS 2010 AND 2011

ADS `10	Itinerant									Local			Overflight									Total Ops
	IFR				VFR				Total	IFR				VFR				Total				
Date	AC	AT	GA	MI	AC	AT	GA	MI			CIV	MIL	Tot	AC	AT	GA	MI		AC	AT	GA	MI
Total	27	850	2229	4	0	206	2636	24	5976	425	0	425	183	50	110	1	0	30	507	6	887	7288

ADS '11	Itinerant									Local			Overflight									Total Ops
	IFR				VFR				Total				IFR				VFR				Total	
Date	AC	AT	GA	MI	AC	AT	GA	MI		CIV	MIL	Tot	AC	AT	GA	MI	AC	AT	GA	MI		
Total	22	793	2358	20	0	221	3074	9	6497	347	4	351	207	74	171	0	0	52	578	5	1087	7935

### MARCH COUNTS 2010 AND 2011

ADS '10	Itinerant									Local			Overflight									Total Ops
	IFR				VFR				Total				IFR				VFR				Total	
Date	AC	AT	GA	MI	AC	AT	GA	MI			CIV	MIL	Tot	AC	AT	GA	MI	AC	AT	GA		MI
Total	13	900	2565	2	0	351	4099	24	7954	505	0	505	179	57	163	2	0	80	548	5	1034	9493

ADS '11	Itinerant									Local			Overflight								Total Ops	
	IFR				VFR				Total				IFR				VFR					Total
Date	AC	AT	GA	MI	AC	AT	GA	MI		CIV	MIL	Tot	AC	AT	GA	MI	AC	AT	GA	MI		
Total	22	787	2709	21	2	257	4434	29	8261	609	0	609	324	106	244	1	0	57	762	12	1506	10376



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## APRIL COUNTS 2010 AND 2011

ADS '10	Itinerant									Local			Overflight										Total Ops
	IFR				VFR				Total				IFR				VFR				Total		
Date	AC	AT	GA	MI	AC	AT	GA	MI			CIV	MIL	Tot	AC	AT	GA	MI	AC	AT	GA		MI	
Total	18	883	2568	7	0	377	3926	19	7798	469	5	474	292	69	186	3	0	55	590	11	1206	9478	

ADS '11	Itinerant									Local			Overflight										Total Ops
	IFR				VFR				Total				IFR				VFR				Total		
Date	AC	AT	GA	MI	AC	AT	GA	MI		CIV	MIL	Tot	AC	AT	GA	MI	AC	AT	GA	MI			
Total	6	575	2134	8	1	247	3687	33	6691	570	0	570	294	93	208	5	0	60	725	5	1390	8651	

## MAY COUNTS 2010 and 2011

ADS '10	Itinerant									Local			Overflight										Total Ops
	IFR				VFR				Total				IFR				VFR				Total		
Date	AC	AT	GA	MI	AC	AT	GA	MI			CIV	MIL	Tot	AC	AT	GA	MI	AC	AT	GA		MI	
Total	14	774	2676	8	1	358	4443	39	8313	793	0	793	222	74	161	5	0	75	602	9	1148	10254	

ADS '11	Itinerant									Local			Overflight										Total Ops
	IFR				VFR				Total				IFR				VFR				Total		
Date	AC	AT	GA	MI	AC	AT	GA	MI			CIV	MIL	Tot	AC	AT	GA	MI	AC	AT	GA		MI	
Total	6	521	1680	7	0	220	3593	32	6059	411	0	411	393	139	355	4	1	64	713	10	1679	8149	

## JUNE COUNTS 2010 AND 2011

ADS '10	Itinerant									Local			Overflight										Total Ops
	IFR				VFR				Total				IFR				VFR				Total		
Date	AC	AT	GA	MI	AC	AT	GA	MI			CIV	MIL	Tot	AC	AT	GA	MI	AC	AT	GA		MI	
Total	27	810	2525	3	0	318	4518	20	8221	788	0	788	240	80	211	8	0	47	568	21	1175	10184	

ADS '11	Itinerant									Local			Overflight										Total Ops
	IFR				VFR				Total				IFR				VFR				Total		
Date	AC	AT	GA	MI	AC	AT	GA	MI			CIV	MIL	Tot	AC	AT	GA	MI	AC	AT	GA		MI	
Total	7	512	1453	14	0	299	4330	32	6647	620	0	620	409	194	422	5	0	70	864	14	1978	9245	



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## JULY COUNTS 2010 AND 2011

ADS '10	Itinerant									Local			Overflight									Total Ops
	IFR				VFR				Total				IFR				VFR				Total	
Date	AC	AT	GA	MI	AC	AT	GA	MI			CIV	MIL	Tot	AC	AT	GA	MI	AC	AT	GA		MI
Total	12	791	2442	12	0	282	4315	22	7876	1550	4	1554	299	96	182	2	0	37	540	14	1170	10600

ADS '11	Itinerant									Local			Overflight									Total Ops
	IFR				VFR				Total				IFR				VFR				Total	
Date	AC	AT	GA	MI	AC	AT	GA	MI		Total	CIV	MIL	Tot	AC	AT	GA	MI	AC	AT	GA		MI
Total	3	498	1652	10	0	234	4655	26	7078		635	0	635	273	134	227	7	0	47	776	18	1482

## AUGUST COUNTS 2009 AND 2010

ADS '09	Itinerant									Local			Overflight									Total Ops
	IFR				VFR				Total				IFR				VFR				Total	
Date	AC	AT	GA	MI	AC	AT	GA	MI		Total	CIV	MIL	Tot	AC	AT	GA	MI	AC	AT	GA		MI
Total	2	693	2052	1	0	373	5491	35	8647		1462	0	1462	201	85	163	4	0	70	630	10	1163

ADS '10	Itinerant									Local			Overflight									Total Ops
	IFR				VFR				Total				IFR				VFR				Total	
Date	AC	AT	GA	MI	AC	AT	GA	MI		Total	CIV	MIL	Tot	AC	AT	GA	MI	AC	AT	GA		MI
Total	17	783	2220	14	1	349	5110	22	8516		971	0	971	192	82	139	4	0	31	602	5	1055

## SEPTEMBER COUNTS 2009 AND 2010

ADS '09	Itinerant									Local			Overflight								Total Ops	
	IFR				VFR				Total				IFR				VFR					Total
Date	AC	AT	GA	MI	AC	AT	GA	MI		Total	CIV	MIL	Tot	AC	AT	GA	MI	AC	AT	GA	MI	
Total	21	763	2468	4	1	297	3488	46	7088		561	6	567	127	53	136	1	0	57	603	12	989

ADS '10	Itinerant									Local			Overflight									Total Ops
	IFR				VFR				Total				IFR				VFR				Total	
Date	AC	AT	GA	MI	AC	AT	GA	MI		Total	CIV	MIL	Tot	AC	AT	GA	MI	AC	AT	GA		MI
Total	13	804	2571	7	0	239	3892	25	7551		610	0	610	230	59	193	1	0	37	378	9	907



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## OCTOBER COUNTS 2009 AND 2010

ADS '09	Itinerant									Local			Overflight									Total Ops
	IFR				VFR				Total				IFR				VFR				Total	
	Date	AC	AT	GA	MI	AC	AT	GA		MI	CIV	MIL	Tot	AC	AT	GA	MI	AC	AT	GA		
Total	31	1010	2755	4	1	203	2798	17	6819	233	2	235	251	74	237	2	0	52	528	11	1155	8209

ADS '10	Itinerant									Local			Overflight									Total Ops
	IFR				VFR				Total				IFR				VFR				Total	
	Date	AC	AT	GA	MI	AC	AT	GA		MI	CIV	MIL	Tot	AC	AT	GA	MI	AC	AT	GA		
Total	12	760	2527	8	0	299	5462	45	9113	532	2	534	253	73	186	3	0	37	518	6	1076	10723

## NOVEMBER COUNTS 2009 AND 2010

ADS '09	Itinerant									Local			Overflight									Total Ops
	IFR				VFR				Total				IFR				VFR				Total	
	Date	AC	AT	GA	MI	AC	AT	GA		MI	CIV	MIL	Tot	AC	AT	GA	MI	AC	AT	GA		
Total	81	824	2529	16	1	330	4529	23	8333	292	0	292	141	71	137	3	0	69	741	18	1180	9805

ADS '10	Itinerant									Local			Overflight									Total Ops
	IFR				VFR				Total				IFR				VFR				Total	
	Date	AC	AT	GA	MI	AC	AT	GA		MI	CIV	MIL	Tot	AC	AT	GA	MI	AC	AT	GA		
Total	30	909	2566	7	0	255	4357	35	8159	639	0	639	190	69	194	3	0	34	528	7	1025	9823

## DECEMBER COUNTS 2009 AND 2010

ADS '09	Itinerant									Local			Overflight									Total Ops
	IFR				VFR				Total				IFR				VFR				Total	
	Date	AC	AT	GA	MI	AC	AT	GA		MI	CIV	MIL	Tot	AC	AT	GA	MI	AC	AT	GA		
Total	36	977	2171	2	0	256	3290	21	6753	333	0	333	159	56	102	1	0	40	477	17	852	7938

ADS '10	Itinerant									Local			Overflight									Total Ops
	IFR				VFR				Total				IFR				VFR				Total	
	Date	AC	AT	GA	MI	AC	AT	GA		MI	CIV	MIL	Tot	AC	AT	GA	MI	AC	AT	GA		
Total	33	962	2351	10	0	299	4328	32	8015	445	0	445	232	72	143	5	0	32	708	10	1202	9662

Itinerant = Aircraft that land/take off from ADS airport.

Local = Aircraft operating in the local traffic pattern (touch-and-goes, low-approaches, etc.).



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Overflight = Aircraft that enter/exit the ADS Class Delta Airspace from points other than ADS airport.

AC = Air Carrier

AT = Air Taxi

GA = General Aviation

MI = Military

## **ADDISON IFR TRAFFIC COUNTS**

<b>Month</b>	<b>Count</b>
01/11	3405
02/11	3601
03/11	4221
04/11	3323
05/11	3105
06/11	3036
07/11	2804
08/10	3461
09/10	3878
10/10	3821
11/10	3966
12/10	3811
<b>Total</b>	42419